Transcript of May 26, 2004 Public Hearing

1	CERTIFIED COPY.
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3	OPEN HOUSE/ PUBLIC HEARING ON THE
4	DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT
5	ENVIRONMENTAL IMPACT STATEMENT
6	FOR THE PROPOSED CALIFORNIA
7	HIGH-SPEED TRAIN SYSTEM
8	
9	
10	
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12	REPORTERS TRANSCRIPT OF PROCEEDINGS,
13	Taken at 70 West Hedding
14	San Jose, California
15	Commencing at 1:00 p.m.
16	Wednesday, May 26, 2004,
17	Before Lisa Helgoe, CSR 12216
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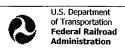
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1	MEMBERS OF THE BOARD	PRESENT:
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3	JOSEPH PETRILLO	
4	FRAN FLOREZ	
5	DAVID VALENSTEIN	
6	ROD DIRIDON	
7	MEHDI MORSHED	
8		
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15	ALEX KOBAYASHI	18
16	JOE PIRZYNSKI	19
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1	MR. PEIRILLO. I WILL CALL CHIS Healing
2	to order, and we can begin. We have lot of
3	people who have asked to speak today, and so I
4	would like to get this started and moving along
5	as quickly as possible.
6	I want to welcome everyone to the
7	California High-Speed Rail Authority public
8	hearing on the Draft Program Environmental Impact
9	Report/ Environmental Impact Statement for the
.0	proposed California high-speed train system.
.1	This afternoon's hearing is one in a
12	series being conducted throughout the state to
.3	receive public and agency input on the draft
4	environmental document. Today's hearing is one
.5	of two additional hearings we have added to allow
.6	both more time and more occasions for the public
.7	to comment on the Environmental Impact Report and
. 8	Environmental Impact Statement.
.9	In addition to these two additional
20	theories, we had extended the time for comments
21	through August, again, in order for the public
22	and those who wish to comment on the
23	Environmental Impact Report and Environmental
24	Impact Statement some additional time to analyze
5	a wary compley and large document

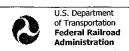


1	Now, in terms of taking testimony, there
2	are a few ground rules that I would hope that we
3	will follow. First, is I will be calling your
4	name one at a time to come up and speak.
5	Probably I will be calling the subsequent speaker
6	at the same time that I call the additional
7	speaker, so that that person can move to
8	the to be ready to speak when the first
9	speaker finishes.
10	When you come up, please state your name
11	and affiliation before you make your comments. γ
12	These comments are being recorded by a court
13	reporter here tonight and will be included in the
14	comments to the Environmental Impact Report and
15	Impact Statement. So please make sure when you
16	give your name and affiliation, you give it
17	clearly so that she can hear it.
18	In order to accommodate all the speakers
19	in this time frame that we have allocated, we
20	will be limiting testimony to three minutes. And
21	I will let you know maybe 30 seconds before the
22	end that your time is running out. So but you
23	can also submit written comments, again, any time
24	within this particular period, and we encourage
25	you to do them.



1	I chillik one of the reasons for this
2	public input is not simply to get your feelings
3	about the environmental impact on the record but
4	by law we are required to examine all of these
5	comments and analyze them and respond to them and
6	report back to our consultants have to report
7	back to us on both the comments and the response
8	to comments given to us by our consultants.
9	And with that I will begin the hearing
10	unless someone else has anything to say.
11	Rod suggested that I introduce the people
12	up here. We have to my far left David
L3	Valenstein, who is our representative from the
L 4	federal government on the document.
L5	As you know or may know, this is a
16	combined document an EIR, which is a state
١7	document, and an EIS, which is the federal
L8	document.
L9	Fran Florez, who is a member of the
20	California High-Speed Rail Authority from the
21	Central Valley.
22	Myself, Joseph Petrillo, the chairman.
23	Mehdi Morshed, the executive director of
24	the California High-Speed Rail Authority.
25	And on my far right is my Rod Diridon,





	1	who many of you have known for long as working on	
	2	transportation issues in both public and private	
	3	here in Santa Clara.	
	4	Now, anything else?	
	5 .	First speaker is Supervisor Don Cage.	
	6	MR. DIRIDON: Mr. Chairman, as the speaker	
	7	is coming on board, I would like to thank him and	
1	8	the county for allowing us to use these	
	9	facilities. And I would also like to thank Don	
	10	since he represents much of the areas in which	
	11	the studies are occurring for the potential	
	12	high-speed rail link in the area. Thank you for	
•	13	taking the time and being here and sharing his	
	14	comments with us.	
PH-SJ001	15	DON CAGE: Thank you, Rod and	
	16	Mr. Chairman. Thank you very much and board	
	17	members. I would first like to welcome everybody	PH-SJ001-1
	18	here to the County of Santa Clara. It's nice to	
	19	have these kind of hearings where my office is	
	20	upstairs, and I don't have to travel. I know a	
	21	lot of these folks had to travel a ways.	
	22	But as Rod said, I'm on the Board of	
	23	Supervisors of Santa Clara County. My district	
	24	is District 1, which covers 70 percent of the	
	25	county; basically everything from Almaden	



1	Expressway, south down to Gilroy, top of Pacheco	i
2	Pass, top of Mount Madonna, which is the Santa	
3	Cruz County line, and all the way to the Alameda	
4	County line on the back side of Mount Hamilton.	PH-SJ001-1
5	So this project is going to affect my area	cont
6	significantly.	
7	I'm also the Chair of the Valley	
8	Transportation Authority. As the board has	
9	passed the resolution supporting the southern	
10	alignment, and that's my purpose for being here.	
11	The Board of Supervisors has not yet made	
12	the decision on this. It will be coming before $^{^{\prime}}$	
13	the Board probably early August, at which time we	
14	will send a resolution or letter to the	
15	High-Speed Rail Authority to let you know what	·
16	our opinion is on this.	
17	I'm just thinking the southern alignment	l I
18	is the only alignment that really works. The	
19	Altamont Pass area, there's been a lot of talk	PH-SJ001-2
20	about that, a lot of studies. It's a lot more	
21	expensive, the cost is. You would have to build	
22	a bridge and a lot of other things.	İ
23	And having said all that and having said	1
24	that I strongly urge them to take the southern	PH-SJ001-3
25	alignment as the District 1 representative and	







	1	I'm not representing the Board; this is just from	1
	2	my district I would like to see that alignment	
	3	go through Pacheco Pass and not the back country.	PH-SJ001-3
	4	From an environmental point of view, it's	
	5	a pristine area. If you have not been there, you	
	6	should you want to call my office, I'll show	
	7	you the area. It does not need to be disturbed	
1	8	with a high-speed rail. Wildlife habitat and a	
	9	lot of endangered species live there.	
	10	From the Board of Supervisors, we thank	
	11	you for having this meeting. We will be coming	
	12	to a decision shortly on that. But VTA wants the	
	13	southern alignment. And I would like to see it	
	14	go through Pacheco Pass. Thank you.	}
•	15	MR. PETRILLO: Thank you. Daniel Murillo	
	16	from the office of Santa Clara Supervisor Pete	
	17	Mettugh.	
PH-SJ002	18	DANIEL MURILLO: Good afternoon. My name	ı
	19	is Daniel Murillo, and I represent Supervisor	
	20	Pete Mettugh. Supervisor Mettugh regrets his	
	21	inability to be here today and wanted me to speak	PH-SJ002-1
	22	on his behalf.	
	23	He wanted me to state his strong support	
	24	for the Pacheco Pass alignment similar to the	
	25	reasons given by Supervisor Don Cage. He shares	
		BELL & MYERS, CSR, INC. 10	

	1	many of the same sentiments. He believes that	!
	2	this project is going to achieve the highest	PH-SJ002-1
	3	success if it directly connects the Bay Area and	cont
	4	Los Angeles.	
	5	The other routes would not provide that.	
	6.	The Altamont specifically does not provide that.	
	7	And it would be unfortunate if the alignment was	PH-SJ002-2
1	8	to skip one of the largest cities in the state as	
	9	well as the largest city in the Bay Area.	
	10	The commerce that would happen	
	11	interchange of the economic benefits far outweigh	[
	12	the other impacts that may occur with the other	
	13	alignments.	
	14	Again, he strongly supports the Pacheco	PH-SJ002-3
	15	Pass alignment; and hopes he in the future can	
	16	see his in-laws in a much quicker time. Thank	
	17	you.	•
	18	MR. PETRILLO: Thank you very much.	
	19	Mr. James Webb representing Mayor Gonzalez of the	
	20	City of San Jose.	
PH-SJ003	21	JAMES WEBB: Good afternoon, Members. My	
	22	name is Jim Webb. I'm senior policy advisor to	PH-SJ003-1
	23	Mayor Gonzalez. Mayor Gonzalez welcomes you to	111-53003-1
	24	San Jose and sends his regrets he cannot be here	
	25	today, but he's attending a conference back east.	
		BELL & MYERS, CSR, INC. 11	

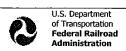




1	However, he has asked me to comment and	I
2	say a few words in his behalf. The Mayor and the	
3	City Council strongly support the high-speed rail	PH-SJ003-1
4	project, and we specifically believe that it's a	cont
5	viable way to add significant capacity to the	
6	state transportation, to get people over long	
7	distances quickly and safely. There are other	
8	benefits you have heard many, many times	
9	including supporting the economy.	
10	San Jose supports the EIR recommended	
11	southern alignment that will bring high-speed	
12	rail to the Bay Area through San Jose. The City	PH-SJ003-2
13	has not taken a specific position on either the	
14	Diablo or the Pacheco route deferring a way for a	
15	more detail study before taking a specific	•
16	position.	
17	We also know that others believe the	
18	Altamont alignment is a better option and should	
19	be further studied.	
20	We acknowledge there are potential	
21	environmental issues with any alignment entering	
22	the Bay Area. However, for maximum ridership,	
23	fare box recovery, and service efficiency and	
24	frequency to the three largest Bay Area cities,	
25	we believe must include San Jose from the south	







and proceed up the peninsula to San Francisco and	PH-SJ002
up the East Bay to Oakland.	cont
We understand the Authority did not	
select the Altamont option for further study.	
The biggest reasons, it reduces services to all	
three cities and, therefore, ridership and	
revenues.	
We believe that any alternative that	
significantly reduces benefits to the project	
should be not seriously considered. In addition	DII (1002 2
we do not see a simple easy or cost-effective way	PH-SJ003-3
to get the service across the bay to serve San	
Francisco. But these reasons alone, the southern	
alignment option is superior.	
We share the belief that high-speed rail	
should be used to relieve commuter congestion	
from the central valley. The rumors to stop to	
make an effective commuter train would defeat the	
very purpose of building. Contrary to some	
beliefs of supporters of the Altamont options,	
neither San Jose nor the South Bay exert any	
influence on the EIR recommendation of the	
southern alignment.	
However, once the finding was made, we	
have supported it at every opportunity. We	PH-SJ003-4
	we understand the Authority did not select the Altamont option for further study. The biggest reasons, it reduces services to all three cities and, therefore, ridership and revenues. We believe that any alternative that significantly reduces benefits to the project should be not seriously considered. In addition we do not see a simple easy or cost-effective way to get the service across the bay to serve San Francisco. But these reasons alone, the southern alignment option is superior. We share the belief that high-speed rail should be used to relieve commuter congestion from the central valley. The rumors to stop to make an effective commuter train would defeat the very purpose of building. Contrary to some beliefs of supporters of the Altamont options, neither San Jose nor the South Bay exert any influence on the EIR recommendation of the southern alignment. However, once the finding was made, we



	1	believe the recommended southern alignment are	
	2	the best options for providing service for the	
	3	Bay Area. We are confident based on the	PH-SJ003-4 cont
	4	operation and technical goals on constructing a	
	5	effective state-wide transportation system, the	
	6	southern gateway should withstand scrutiny as the	
	7	best alignment alternative.	
1	8	We do not want to see we not only want	
	9	to see the project built. We want to see it	
	10	built right. Thank you.	
	11	MR. PETRILLO: Thank you very much. And	•
	12	would you mind giving our thanks to the Mayor for	
	13	assisting us on some of the budget hearings with	
	14	the assembly. We appreciate all his help and	
	15	support.	
	16	JAMES WEBB: Thank you. I would be happy	
	17	to do so.	
	18	MR. PETRILLO: Maya Esparza representing	
	19	Representative Lofgren and Bernadette Arellano	
	20	representing Representative Honda.	
PH-SJ004	21	MAYA ESPARZA: Hi, I'm Maya Esparza, and	
	22	this is Bernadette Arellano. Congresswoman Zoe	PH-SJ004-
	23	Lofgren and Congressman Mike Honda's office. And	
	24	they regret they could not be here today. We're	
	25	also representing Representative Anna Eshoo's	

1	office. We're going to be reading a joint letter	1
-		PH-SJ004-1
2	of support signed by all three offices.	cont
3	"Dear Chairman Petrillo, in response to	
4	your solicitation for public comment, we would \cdot	
5	like to express our full support for the	
6	California High-Speed Rail Authority's draft	
7	program Environmental Impact Review/	
8	Environmental Impact Statement for the proposed	
9	California high-speed rail train system as it	
10	relates to the San Francisco Bay Area.	
11	BERNADETTE ARELLANO: We wholeheartedly	
12	agree with the Authority's decision after a	
13	thorough study of all three options to eliminate	
14	the Altamont Pass from further consideration.	PH-SJ004-2
15	A southern approach to the San Francisco	
16	Bay Area is the only economically and	
17	environmentally sound option that meets the	
18	stated purpose of this project to provide a	
19	predictable and consistent way of intercity	
20	travel connecting the state's major metropolitan	
21	areas, commercial airports, mass transit systems,	
22	and highway networks.	
23	A southern approach through the Pacheco	
24	Pass or the Diablo Range will effectively serve	
25	all three populations and economic centers of the	



1	Bay Area, while requiring only one split as
2	trains travel through San Jose to Oakland and San
3	Francisco. Minimizing the number of splits
4	should reduce overall travel time attracting a
5	greater number of travelers to the new system.
6	The Altamont Pass in contrast would
7	require to be built a three-way split in Union
8	City to serve Oakland, San Francisco, and San
9	Jose. This split would seriously reduce the
10	number of trains that can serve each of the Bay
11	Area's major metropolitan cities and doubling the
12	operating costs of the system transferring from
13	one with an operating surplus to one with an
14	operating deficit.
15	The draft environmental document,
16	therefore, appropriately concludes that an
17	alignment over the Altamont Pass, quote, would
18	have an adverse impact on the commercial
19	viability of the entire high-speed train system.
20	The environmental implications of an
21	alignment along the Altamont Pass are even more
22	trouble. The Altamont route would require a new
23	crossing over the San Francisco Bay. Not only is
24	this an economically and unlikely alternative; a
25	new bay crossing would impact sensitive wetlands,

PH-SJ004-2 cont

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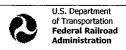


PH∴SJ004-2 cont

1	saltwater marshes, and aquatic habitat within and
2	surrounding the Don Edwards San Francisco Bay
3	National Wildlife Refuge.
4	The Bay Conservation and Development
5	Commission has discouraged any new or expanded
6	use of bay waters or shoreline habitat important
7	to sensitive bay species.
8	A high-speed rail project that relies on
9	a new bay crossing would likely derail the entire
10	project. The design of the project of this
11	magnitude must be based on state-of-the-art
12	planning and engineering principles that are
13	applicable for a 21st century high-speed
14	passenger train system.
15	We commend California High-Speed Rail
16	Authority for its sophisticated analysis in the
17	alignment options in the San Francisco Bay Area
18	and its ongoing commitment to sound
19	transportation planning.
20	As the Authority finalizes its EIR, we
21	urge the Authority to remain firm in its wise
22	decision to eliminate the Altamont Pass from
23	further consideration as an alternative
24	alignment. Thank you.
25	We also have copies of the letter for any

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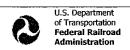




	1	members of the public that would like a copy.	PH-SJ004-2
	2	Thank you.	cont
	3	MR. PETRILLO: Thank you very much for	
•	4	those comments. The next speaker is Alex	
	5	Kobayashi from the office of Assembly member	
	6	Manny Diaz.	
	7	MR. DIRIDON: While Alex is coming	
1	8	forward, I'd like to share your comments	
	9	regarding the Mayor also with Manny in assisting	•
	10	us with the assembly budget process recently for	
	11	the High-Speed Rail Authority. His comments were	
	12	timely and fitting in making that position.	
PH-SJ005	13	ALEX KOBAYASHI: My name is Alex	
	14	Kobayashi. I'm here on behalf of Manny Diaz.	PH-SJ005-1
	15	Manny represents a significant portion of San	
	16	Jose assembly and has worked with all of you on	
	17	making sure everything is there for high-speed	
	18	rail.	
	19	Manny believes that construction of the	
	20	first phase of the high-speed between San	
	21	Francisco and Los Angeles would bring a number of	
	22	benefits of obviously, for the opinions we've	
	23	heard too often before, and I don't want to go	
	24	through them again.	-
	25	He just wants to restate his support of	
	23	ne just wants to restate his support or	

	1	the work you've been doing. And as the budget,	
	2	hopefully, gets finished soon, I would be happy	PH-SJ005-1 cont
	3	to provide that to the State Assembly. Thank	
	4	you.	
	5	AUDIENCE: We still can't hear. We can't	
	6	hear.	
	7	MR. PETRILLO: Thank you very much. Can	
1	8	you hear me now? I will ask the speakers to I	
	9	guess they'll have to put their mouth very close	
÷	10	to the microphone. Although, we are having the	
	11	technicians come to see if they can improve the	
	12	sound system for everyone.	
	13	The next speaker is Joe Pirzynski,	
	14	vice-chair of the Valley Transportation Authority	
	15	and the Los Gatos Town Council.	
PH-SJ006	16	JOE PIRZYNSKI: How is this? Good	
	17	afternoon, Members of the Board. I'm Joe	PH-SJ006-1
	18	Pirzynski, Los Gatos Town Council Member,	
	19	vice-chair of the Santa Clara Valley	
	20	Transportation Authority. I'm also president of	
	21	the Board of Santa Clara County Cities	
	22	Association that comprises the mayors and elected	
	23	representatives of the 15 cities and	
	24	counties 15 cities and towns, rather, of the	
	25	County of Santa Clara.	

CALIFORNIA HIGH SPEED RAIL AUTHORITY

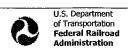


1	It is as president of the Cities	
2	Association that I am here today to express the	
3	Board's support for the California high-speed	PH-SJ006-1
4	rail system and for the proposed EIR/EIS	cont
5	representation of the southern gateway as the	
6	preferred option to access the Bay Area.	
7	This alignment for entering in the Bay	
8	Area is of utmost importance to Santa Clara	
9	County and Silicon Valley. Businesses,	
10	employees, and residents are all interested in	
11	fast and frequent rail transportation to Southern	
12	California. Only the southern gateway alignment	
13	appropriately accomplishes these goals.	
14	The Cities Association supports the draft	
15	program EIR/EIS and the southern alignment in the	
16	Bay Area, because this will provide faster and	
17	more direct and frequent service to our region's	
18	largest urban centers San Jose, San Francisco,	
19	and Oakland.	:
20	The High-Speed Rail Authority considered	
21	and wisely rejected one other Bay Area alignment	
22	through the Altamont Pass. Following this route,	PH-SJ006-2
23	trains would split in three lines when entering	
24	the Bay Area, One south to San Jose, another	
25	north to Oakland, and a third to San Francisco	





1	over a new bridge across the bay.	
2	Splitting the service into three would	
3	reduce train frequencies and ridership while	PH-SJ006-2
4	substantially increasing operating costs.	cont
5	Additionally, the costs of building a new rail	
6	bridge across the bay with its associated	
7	developmental hurdles and potential environmental	
8	impacts make the Altamont Pass alignment	
9	impractical.	
10	Therefore, entering the Bay Area through	
11	the South Bay would offer higher ridership, more	
12	revenue, and less costly to operate than an	
13	alignment through the Altamont Pass.	
14	One comment I must communicate to the	
15	Board, however, from my organization is a	
16	recollection of the concerns raised by our	
17	membership about the Henry Coe Park option.	
18	It is the recommendation of the Cities	
19	Association Board that this option not be	
20	exercised as the alignment for the southern	
21	gateway. The Board regards Henry Coe as too	
22	significant and fragile an environment to	
23	accommodate the proposed railway.	
24	In closing let me commend the efforts and	
25	progress of the California High-Speed Rail	PH-SJ006-3



	1	Authority and thank the Authority Board members	
	2	for this opportunity to comment.	
	3	The successful accomplishment of this	PH-SJ006-
	4	most significant project will benefit all	cont
e e	5	Californians and again show the country that our	
	6	state stands as the nation's leader in innovation	
	7	and technology. Thank you.	
	8	MR. PETRILLO: Thank you very much. Next	
	9	speaker is Philip Lively from the Town of	
	10	Atherton.	
PH-SJ007	11	PHILIP LIVELY: Good afternoon,	
	12	Mr. Chairman and Members of the Board. I'm	
	13	Philip Lively, L-i-v-e-l-y, 24 Hawthorne Avenue,	
	14	California. I'm the major planning commissioner	
	15	in the Town of Atherton and retired chief	PH-SJ007-1
	16	mechanical officer for ESP.	
	17	I found the public copy in the Palo Alto	
	18	Public Library. And after a very brief review of	
	19	this weighty document, I have the following	
	20	additional comments. These are nonalignment	
	21	comments.	
	22	Number 1, please furnish detailed	
	23	financial analysis to support the statements on	
	24	revenue and return of investment as stated on	
	25	Page 2.4. The cost of capital, investment and	1



1	property and equipment lifecycle, maintenance	
2	cost of infrastructure tracking all must be	
3	included as well as projected fare structure and	PH-SJ007-1
4	other sources of revenue.	cont
5	When Caltrain and BART struggle daily	
6	with tax supported financial matters; and Amtrak	
7	requires nearly eight-hundred-million dollars in	
8	taxes annually to prevent their collapse, how can	
9	a high-speed rail system achieve these financial	
10	projections as shown in the EIR/EIS documents.	
11	Number 2, will a high-speed system be a	-
12	freight railroad as well as noted on Page 2,	PH-SJ007-2
13	dash, 25? First time I heard that one.	
14	Number 3, noise abatement mitigation.	
15	First time mentioned in this document on the use	
16	of sound abatement walls. Where and in what	
17	configuration are walls proposed?	PH-SJ007-3
18	This could be a major environmental	j
19	consideration in the urban areas; particularly	
20	the San Francisco, San Jose corridor where 80 to	
21	90 DBAs from a 100 to 125 miles an hour trains	
22	are projected reference on Page 3.4.5.	
23	Number 4, Table 7.3, dash, 1 is a summary	
24	of key environmental impact benefits. This table	ava :
25	and the document in total seems to understate the	PH-SJ007-4



	1	impacts and overstate the benefits.	
	2	Please provide detailed justification for	PH-SJ007-4
	3	this table and its contents. As an example, it	cont
	4	totally understates the impact on peninsula	
	5	corridor communities.	
	6	Number 5 and lastly, please note that San	
	7	Mateo County residents have not been provided	PH-SJ007-5
ı	8	with any public location in which to review this	
	9	document. Thank you.	
	10	MR. PETRILLO: Thank you very much. Jim	
	11	Bigelow, Redwood City and San Mateo County	
	12	Chamber of Commerce.	
PH-SJ008	13	JIM BIGELOW: Good afternoon. Redwood	
	14	City/San Mateo County Chamber, Jim Bigelow. We	
	15	have some comments we would like to make.	PH-SJ008-1
	16	In reviewing the EIR and EIS documents on	
	17	the San Francisco Peninsula, we have the Caltrain	
	18	operation currently that goes Redwood City is	
	19	one of the possible areas for a station. In the	
	20	document it is very difficult to imagine how big	
	21	this station would be, the size of the station,	
	22	the area of the station beyond what the Caltrain	
	23	station is today.	
	24	So if this continues to go forward, we	
	25	would like to get more information on the	



1	specifics of stations along the San Francisco	
2	Peninsula that would be proposed and really be	
3	able to understand more what the land use and the	PH-SJ008-1 cont
4	economic impact would be.	
5	From a business perspective, it's	l
6	important to go from the Bay Area to Los Angeles	
7	in the quickest time possible. So on the	PH-SJ008-2
8	alignments that are being considered, that should	
9	be one of the key factors as well as the economic	
10	cost in bringing the project up to an operational	
11	level. So the economic requirement and the	
12	timeliness of the service and most direct	
13	timesaving are very key to business people.	
14	I would also note that we worked 17 years	1
15	to get the Dumbarton Rail activated with a	
16	passage of Regional Measure 2. It is now funded,	
17	and it's starting to go forward. With this	PH-SJ008-3
18	environmental impact report, it will take two	
19	years. There is a lot of problems in the Don	
20	Edwards area that we have to deal with with the	
21	reactivation of the Dumbarton Rail. It's a	
22	sensitive area. It's only one track. I assume	
23	in the Altamont case, I understand why that can	
	be a very dicey, challenging alignment.	
24		
25	So our idea is go ahead. We would like	l



	1	to get more information on the impact on the	
	2	Peninsula. And if you came in on the southerly	
	3	route, you helped out with the grade separations	PH-SJ008-3
	4	on the three-county Caltrain operation, that	cont
	5	could save a lot of money on helping what already	
	6	is being done by the Joint Powers Board.	
	7	So it would appear, based on your	
ı	8	document, that the southern alignment, which we	
	9	have no specific recommendation as far as which	
	10	one, that's kind of where we're at. So if the	
	11	economics and everything holds up in your final	
	12	document, that's where you need to reflect.	
	13	MR. PETRILLO: Thank you very much. Jim	
	14	Tucker, the San Jose Silicon Valley Chamber of	
	15	Commerce.	
PH-SJ009	16	JIM TUCKER: Mr. Chairman, Members of the	
	17	Board, I really do appreciate the opportunity to	
	18	come before you today. And let me extend along	PH-SJ009-1
	19	with the Mayor, the welcome of the Chamber to the	
	20	Silicon Valley. We're delighted you're here and	
	21	have an opportunity to hear from all of the	
	22	interest in the Silicon Valley on this important	
	23	issue.	
	24	I also want to convey the Chamber's	
	25	long-time support of the high-speed rail system	



1	in California. And our belief that the draft EIS	
2	and EIR is an outstanding document that	DI
3	effectively covers the impacts that will result	PH-SJ009-1 cont
4	from construction and operation there of this	
5	remarkable rail system.	
6	We also support the document's preferred	
7	alignment that will bring high-speed rail through	
8	the southern gateway to serve the Bay Area. We	
9	agree with EIR and EIS conclusion with the	PH-SJ009-2
10	selection of a direct route from the south will	
11	offer faster travel time, offer better frequency $_{_4}$	
12	of service, higher ridership, and revenue. It	
13	will be more efficient and less costly to operate	
14	and not require a very problematic bay crossing	
15	to get to San Francisco.	
16	And because of the points I just sited,	1
17	we absolutely concur with the High-speed Rail	DIT C1000 3
18	Authority's previous elimination of the Altamont	PH-SJ009-3
19	Pass route from consideration.	
20	Mr. Chairman, with your permission, at	I
21	this point I also want to bring you the greetings	
22	from these following organizations Deborah	
23	Bringelson, president and CEO of Samceda in San	PH-SJ009-4
24	Mateo County; and Scott Niece(phonetic) the	
25	executive director of the San Jose Downtown	





1	Association. Neither of these folks could be	l
2	here today, but they will be submitting written	PH-SJ009-4
3	comments to the Authority supporting the southern	cont
4	gateway and the high-speed rail system in total.	
5	Thank you for considering our	
6	perspective, and we are looking forward to the	
7	final EIR/ EIS and its ultimate certification.	
8	MR. PETRILLO: Thank you very much. We	
9	appreciate those comments. Next speaker is Val	
10	Lopez followed by Andrew Gross.	
11	VALENTIN LOPEZ: My name is Val Lopez, and	
12	I am the chairperson of the Amah Mutsun Tribal	·
13	Band; and I would like to thank you for giving	PH-SJ010-1
14	our Amah Mutsun Tribal Band the opportunity to	
15	speak today regarding the high-speed rail project	
16	and it's impact on the traditional tribal lands	
17	of influence.	
18	From a practical standpoint, we support	
19	the high-speed rail project. Our tribal members	
20	must drive the roadways every day and realize	
21	there is a finite capacity on the existing	
22	roadways. With the projected growth in	
23	California, the high-speed rail will provide a	
24	viable and additional alternative to travel.	
25	There are five specific points our tribe	
	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24	2 here today, but they will be submitting written 3 comments to the Authority supporting the southern 4 gateway and the high-speed rail system in total. 5 Thank you for considering our 6 perspective, and we are looking forward to the 7 final EIR/ EIS and its ultimate certification. 8 MR. PETRILLO: Thank you very much. We 9 appreciate those comments. Next speaker is Val 10 Lopez followed by Andrew Gross. 11 VALENTIN LOPEZ: My name is Val Lopez, and 12 I am the chairperson of the Amah Mutsun Tribal 13 Band; and I would like to thank you for giving 14 our Amah Mutsun Tribal Band the opportunity to 15 speak today regarding the high-speed rail project 16 and it's impact on the traditional tribal lands 17 of influence. 18 From a practical standpoint, we support 19 the high-speed rail project. Our tribal members 20 must drive the roadways every day and realize 21 there is a finite capacity on the existing 22 roadways. With the projected growth in 23 California, the high-speed rail will provide a 24 viable and additional alternative to travel.



1	would like to make today.	1
2	First of all, I want to tell you that the	
3	Amah Mutsun Tribal Band is comprised of	
4	documented descendants of Mission San Juan	PH-SJ010-1 cont
5	Batista and Mission Santa Cruz. Our current	Com
6	tribal membership requirements allow the Yokuts	İ
7	and other tribes who were taken to these missions	
8	to be members of our tribe. Our traditional	
9	tribal territories of influence is defined as	
10	North Santa Cruz and directly east to	
11	approximately Highway 99 and north of Monterey	
12	and directly east to, again, approximately	
13	Highway 99. We are respectful of Yokuts	
14	territory and respect these and all Indian	
15	territories as well.	I
16	Preference of routes: If the northern	DIA GIOLO 2
17	route along Interstate 580 is selected, there	PH-SJ010-2
18	will be tribal interest from quite a number of	
19	tribes. Brushy Peak, this is a territory that	
20	your proposal would go into the heart of, and	
21	that might be a concern for us.	1
22	Let me see. If the southern route is	
23	selected, we would prefer the route that runs	PH-SJ010-3
24	parallel to the existing 152. This gives the	
25	least interruption to a large stretch of Los	



PH-SJ010-3

1	Banos and north of Tracy. The selection of this
2	road would also better serve Los Banos, Salinas,
3	and Monterey areas. These areas are rapidly
4	growing and will continue to do so.
5	Next, I would like to address the issue
6	of sensitive sites. If the route that parallels
7	152 is selected, our tribe has two sacred sites
8	that potentially lay in the path of the
9	high-speed rail. It is for this reason that we
10	ask that the route has no physical or visual
11	contact with the following:
12	There's a small lake between Gilroy and
13	the 152 Hollister cutoff. I believe this is
14	Highway 25. The lake is marked on the road as
15	Frazier Lake, but is noted on big maps as San
16	Felipe Lake. Our tribe has a sacred site in the
17	vicinity of this area, and we ask that visual and
18	physical contact of the lake be avoided.
19	Our next site is identified in two ways.
20	First, when driving east from Gilroy, we ask
21	visual and physical contact be avoided between
22	county roadside side markers 27.59 and 30.92.
23	This area can also be identified by
24	emergency call boxes. Again, when driving east
25	from Gilroy, we ask you avoid visual and physical



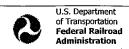
1	contacts between emergency call box numbers 272	
2	through 316. This stretch of highway is	PH-SJ010-3
3	approximately two miles long.	
4	We appreciate the opportunity to present	
5	here today, and we ask that our tribal band be	
6	included in all phases of planning and	
7	construction. We also ask only member from our	
8	tribe be used as monitors in any construction	:
9	project in our traditional territory of	
10	influence.	
11	Over 25 of our tribal members have been	
12	trained by the Society of California Archeology,	
13	which has a community dedicated to training	
14	Native American programs and cultural resources.	PH-SJ010-4
15	This training gives our tribe a unique expertise	
16	related to laws, rolls and responsibilities,	
17	archeology, specific tribal anthropology, and map	
18	reading. The Society of California Archeology is	
19	also available for consulting with our tribe as	
20	needed.	
21	Once again, we ask only tribal	
22	members only Amah Mutsun tribal members be	
23	used as monitors and all monitors be trained by	
24	the Society of California Archeology.	
25	Under no condition do we want monitors to	



	1	be used whose stated genealogy cannot be verified	
	2	by PIA documentation. We also ask that any	PH-SJ010-4
	3	agreement related to tribal monitors be in	cont
	4	writing.	
	5	Our tribe has been invisible for 150	
	6	years. Although we were invisible to the public,	
	7	our tribe remains strong. Today we number over	
· ·	8	600. It is long overdue that our tribe be	PH-SJ010-5
	9	recognized by our community and the State of	
	10	California. It is for this reason that we ask	
	11	that the route from Los Banos to Gilroy and the	
	12	Gilroy station be named in honor of our tribe,	
	13	Amah Mutsun. We would be happy to work with you	
	14	in any way possible to make this happen. We	
	15	would be happy to answer any questions you have	
	16	regarding our tribal interests.	
	17	MR. PETRILLO: Thank you very much.	
	18	Andrew Gross followed by Melissa Hippard.	
PH-SJ011	19	ANDREW GROSS: My name is Andrew Gross,	
	20	and I live in Union City. I'm a strong supporter	PH-SJ011-1
	21	of the California high-speed rail project. I'm	
	22	proud of the Authority and all your efforts to	
	23	make high-speed rail a reality in California. I	
	24	especially commend your wisdom in rejecting the	
	25	inefficient Altamont Pass alignment. I note this	



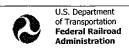
1	mosting is taking place in the comital of Cilicon	ı
1	meeting is taking place in the capital of Silicon	
2	Valley, the largest city in Northern California,	But Grave
3	soon to be the tenth largest city in the United	PH-SJ011-1 cont
4	States.	
5	With the South Bay mountain crossing,	
6	every train will stop in San Jose, half	
7	continuing up the peninsula to San Francisco and	
8	the other half up to Oakland. With an Altamont	
9	crossing, only one-third of the trains would	
10	serve each city and travel time to Los Angeles	
11	would increase by 10 to 26 minutes. A single	
12	rail split here in San Jose would best serve the	
13	needs and best in the Bay Area and all	
14	Californians.	
15	I urge the High-Speed Rail Authority to	
16	remain steadfast and resist the political	
17	pressure to reconsider the Altamont Pass.	
18	Regarding the currently proposed	
19	alignments and stations, I support two options	PH-SJ011-2
20	that will increase overall ridership.	
21	First, between the proposed Pacheco Pass	
22	and Diablo routes, I support the Pacheco route	
23	with a station in Gilroy rather than Morgan Hill.	
24	Of the two cities, Gilroy has a larger	PH-SJ011-3
25	population. A station in Gilroy would be 10	



miles farther than the San Jose station and have	
a greater potential to draw riders from the	
	PH-SJ011-3
the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract o	cont
convenient for passengers going to Bonfante	
Gardens, the Gilroy Outlets, and the Garlic	
Festival.	
My second suggestion is regarding the	
	PH-SJ011-4
Oakland is Union City. The station there would	
draw riders from both Hayward and Fremont. More	
significantly, Union City is currently developing	
an intramural transit center that will provide a	
single connection point between high-speed rail	
and the BART, ACE, and Amtrak systems. Thank	
you.	
MR. PETRILLO: Thank you. Is Mayor Mahan	
in the audience? Melissa Hippard followed by	
Philip Brown.	
MELISSA HIPPARD: My name is Melissa	
Hippard. I'm here representing the Sierra Club,	
Loma Prieta Chapter.	
First, I would like to draw your	PH-SJ012-1
attention to the fact at the January Board	
	a greater potential to draw riders from the Salinas and Watsonville areas. In addition the Gilroy station would be convenient for passengers going to Bonfante Gardens, the Gilroy Outlets, and the Garlic Festival. My second suggestion is regarding the intermediary station on the East Bay spur. The mid-point between the population of San Jose and Oakland is Union City. The station there would draw riders from both Hayward and Fremont. More significantly, Union City is currently developing an intramural transit center that will provide a single connection point between high-speed rail and the BART, ACE, and Amtrak systems. Thank you. MR. PETRILLO: Thank you. Is Mayor Mahan in the audience? Melissa Hippard followed by Philip Brown. MELISSA HIPPARD: My name is Melissa Hippard. I'm here representing the Sierra Club, Loma Prieta Chapter.



1	meeting, we brought 1500 actual cards asking the	l pu grata .
2	Coe routes would be removed from consideration.	PH-SJ012-1 cont
3	Here's an additional 115.	
4	I also have 256 actual cards, if you	ı
5	will, from a variety of our membership asking you	
6	to revise and recirculate the current draft	PH-SJ012-2
7	"Environmental Impact Report."	
8	Also, last night the City of Mountain	ĺ
9	View passed a resolution asking the High-Speed	PH-SJ012-3
10	Rail Authority to study Altamont. And Monte	111 53012-5
11	Sereno and Saratoga have refused to enforce the	
12	current EIR. And in the fall of 2003, Morgan	
13	Hill passed a resolution also asking you to	
14	remove the Coe routes from consideration.	
15	I'm here today to ask you to seriously	
16	consider the significant and permanent negative	
17	environmental consequences identified in the	
18	current draft "Environmental Impact Report."	
19	In the process of carefully and	ĺ
20	thoroughly reviewing the draft "Environmental	
21	Impact Report," our team has discovered numerous	
22	flaws that lead us to insist that you revise and	
23	recirculate the document.	
24	According to the California Environmental	1
25	Quality Act, a project proposal must contain	



1	physical alternatives. The omission of Altamont	DII CIO12 2
2	Pass as a feasible alternative to bringing	PH-SJ012-3 cont
3	high-speed rail from the Central Valley to the	
4	Bay Area is a serious flaw with potential for	
5	remedying with legal action.	
6	However, rather than seek regress through	
7	the court, it would be more cost effective and	
8	efficient for all concerned to resolve this	
9	matter by improving the environmental analysis	
10	with careful attention to meeting the guidelines	
11	of CEQA and NEPA.	
12	From an environmental perspective the	1
13	similarities of the environmental impacts	
14	proposed through the Diablo Range, especially the	
15	northern alignment and the two through Henry Coe	
16	Park, we are not provided a reasonable or	,
17	feasible range of alternatives to choose from.	PH-SJ012-4
18	This is what CEQA guarantees us.	
19	The impacts of the high-speed rail	
20	through the Mount Hamilton area, Coe Park, and	
21	numerous wetlands are serious. The entire areas	
22	are comprised of intact ecosystems, home to an	
23	amazing array of wildlife, including endangered	
24	and threatened species.	
25	The suggestion of the environmental	PH-SJ012-5

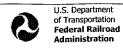


PH-SJ012-5

1	impact of a new bay crossing makes this
2	alternative a "nonstarter" has no evidence to
3	support it.
4	At a meeting held on April 8th in the
5	sheriff's office in Sacramento, the Bay
6	Conservation And Development Commission, the
7	Coastal Conservancy, and Save the Bay all
8	indicated they have no objections to a study of
9	this alternative.
10	In addition there may be benefits
11	leveraged for field use in the respiration of the
12	south bay salt ponds.
13	Also there is no need for a three-way
14	split of the trains. Oakland whose connection is
15	planned for after the first phase, can be
16	adequately served through a BART connection, as
17	indicated to you by a letter from Mayor Jerry
18	Brown dated April 20th of this year.
19	As for service, linked trains leaving
20	Southern California can decouple in Fremont,
21	Union City wherever the train would come
22	across ensuring dedicated train service to San
23	Jose and San Francisco is a possible solution.
24	Running all trains through San Jose makes it
25	unlikely any train would be dedicated to serving







PH-SJ012-6

1	this city.
2	Another concern glossed over by the
3	"Environmental Impact Report" is the
4	sprawl-inducing potential of the routes across
5	the Diablo Range. South Santa Clara and San
6	Benito Counties are home to thriving open space
7	and agricultural landscapes that would be forever
8	lost.
9	The Pacheco-Hamilton routes would promote
10	swamp sprawl by opening up transportation
11	patterns where none currently exist. The
12	cumulative impacts from going through the Mount
13	Hamilton area, the Diablo Range, Pacheco Pass are
14	fundamentally important to pay attention to.
15	Please consider that CEQA is not about
16	stopping projects; it's for improving them. The
17	high-speed rail project has great potential for
18	out state. However, as it is currently planned
19	for California, it will not realize the
20	environmental benefits intended through the
21	significant and permanent environmental costs
22	associated with the proposed alignment.
23	I will leave these for you.
24	MR. PETRILLO: Just one question. Isn't
25	there a road that goes through the

BELL & MYERS, CSR, INC.



	1	Diablo Hamilton alea:	
	2	MELISSA HIPPARD: Yeah. There's currently	
	3	a two-lane road there.	
	4	MR. PETRILLO: Isn't it waiting for	
	5 .	MELISSA HIPPARD: No. Congressman Pombo	
	6	is interested in seeing it developed, but there's	
	7	no current project that I'm aware of to do	
	8	anything with it.	
	9	High-speed rail, if they get there first,	
	10	may get less more likely put a freeway through	
	11	there. Again, we are really concerned about	
	12	cumulative impacts on this area.	
	13	MR. PETRILLO: Philip Brown followed by	
	14	Leonard Conly.	
PH-SJ013	15	PHILIP BROWNE: Hi, I'm Philip Brown, and	
	16	I will be very brief. I support the concept and	
	17	the need for the high-speed rail system in	
	18	California. However, I think it should be	PH-SJ013-
	19	implicated with the least environmental impact	111 55015
	20	possible. Especially I'm opposed to it going	
	21	through Coe Park.	
	22	My great-grandfather was Charles B.	
	23	Wayne(phonetic), who was one of the founders of	
	24	the state park system. And he believed then a	
	25	hundred years or so ago about a 130 years ago,	



	1	I think it was. I'm not sure exactly. Anyway,	
	2	he believed, as I believe, wilderness should be	PH-SJ013-1
	3	saved as much as possible. And that's my main	cont
	4	point.	
	5	MR. PETRILLO: Thank you very much.	
PH-SJ014	6	Leonard Conly followed by Dennis Pinion.	
	7	LEONARD CONLY: Hello, my name is Leonard	PH-SJ014-1
1	. 8	Conly. I live in Berkeley. I support the	
٠.	9	concept of a high-speed rail system. It makes a	
	10	lot of sense. I would urge you to extend the	
	11	public comment period, allowing people more time	
	12	to digest the complexity of this issue. I can	
	13	see there are a lot of questions about what's	
	14	proposed.	
	1.5	I haven't read through the complete EIR.	
	16	I don't know if you address the question	
	1.7	greenhouse gas reduction at all in this EIR and	PH-SJ014-2
	18	whether it would be appropriate to look at that	
	19	in terms of which route is going to be the	
	20	greatest reduction.	
	21	I would also, for instance, if we wind up	
	22	building a route that's going to result in a lot	
	23	more sprawl in the use of automobiles in the	
	24	suburban structure you have, that seems like	
	25	something you should consider.	I



1	I would also ask you to consult with San	1
2	Francisco Airport. They have been proposing to	
3	build another runway for expanded air traffic.	PH-SJ014-2
4	And I've given to you for your records a BBC news	cont
5	report. I'm glad this is not from France. But,	
6	nevertheless, it says, "Trains should replace	
7	planes. An independent UK advisory group says,	
8	""The contribution of aircraft climate change is	-
9	deeply worrying."" They estimate 6 to 10 percent	
10	of all climate change by the year 2050 will be	
11	the result of air travel."	
12	So in view of that, it seems clear	1
13	getting air traffic local air traffic in	
14	California on the ground makes a lot of sense. I	
15	would encourage you to ask to write to the San	
16	Francisco Airport authorities and ask them to	
17	give you some figures on how much passenger	
18	traffic flies between, for instance, just San	PH-SJ014-3
19	Francisco and LA or Oakland and LA, I believe	
20	it's quite significant; it may be as high as 20	
21	percent.	
22	Presumably, by unloading all this air	
23	traffic from San Francisco to high speed rail,	
24	they would be able to eliminate the need to build	
25	a runway, which I think would be a great	l





	1	achievement.	
	2	And I think that's all I have to say at	PH-SJ014-3
	3	this point. Thank you for your attention.	cont
	4	MR. PETRILLO: Thank you very much.	
	5	Dennis Pinion followed by Robert Patrie.	
PH-SJ015	6	DENNIS PINION: It's Dennis Pinion. I'm	
	7	director of Coe Advocates or Advocates for	
1	8	Coe.	
	9	I noticed in this morning's paper there's	
	10	an article that says, "Environmental group oppose	PH-SJ015-1
	11	the San Jose line backed by business and	
	12	political leaders." I want to make it clear, we	
	13	are in an environmental group, but we are in	
	14	support of the Pacheco route. The reason why we	
	15	support the Pacheco route is it's the only route	
	16	currently under consideration that would not	
	17	directly or indirectly impact Henry Coe State	
	18	Park.	
	19	Also I would like to point out that the	
	20	part of Henry Coe Park that alignments currently	
	21	are drawn through also contains a wilderness area	
	22	officially called Henry Coe Wilderness Area but	
	23	normally referred to as the Orestimba Wilderness	
	24	Area.	
	25	For the wilderness areas established by	

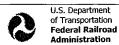


the California State Wilderness Act and pursuant 1 2 to that ordinance, it is against the law to even use slant oil drilling from outside the park 3 4 underneath the wilderness area. And so by extension, it seems that even a tunnel under the 5 park would be contrary to the wilderness act. 6 Furthermore, even though a tunnel under 7 8 the park sounds benign, the EIR just does not contain enough information in it to make a 9 10 decision on what the impacts really would be. 11 And since this EIR appears to be aware that the 12 decision is going to be made on which alignment 13 is going to be chosen, we want to make clear that 14 we cannot support an alignment under the park 15 even if it was a completely enclosed tunnel. But we want to support the Pacheco Pass. Thank you. 16 MR. DIRIDON: Mr. Chairman, as Dennis 17 18 walks away, may I put on the record Dennis and ' his friends took me on a tour of Henry Coe Park a 19 20 couple of Saturdays ago most of the day. It was 21 not only an enjoyable experience but an 22 eye-opener of the real wilderness back there. 23 They gave me substantial documentation that I have turned over to the staff; and that has to be 24 25 on the record.

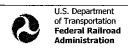
PH-SJ015-1 cont

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	1	MR. PETRILLO: Thank you very much.	
	2	Mr. Patrie followed by Monica Smith from the	
	3	office of Assemblywoman Sally Lieber.	
PH-SJ016	4	ROBERT PATRIE: My name is Bob Patrie,	1
	5	P-a-t-r-i-e. I live in Scotts Valley,	
	6	California, and I've been a friend and supporter	
	7	of the Henry Coe State Park for more than 30	PH-SJ016-1
	8	years.	
•	9	The primary purpose of the draft EIR is	
	10	going to be the discretion of the final corridor	
	11	in which the high-speed rail system will	
	12	eventually be built and operated. In addition to	
	13	listing the route options that would meet the EPS	
	14	requirements, the EIR should detail the impacts	
	15	associated with the selection of each of those	
	16	options so a reasonable choice may be made	
	17	between them.	
	18	There are four proposed routes for	
	19	connecting the Central Valley and San Jose.	
	20	Three of them pass directly through Coe Park and	
	21	the 23,000 acre wilderness that Dennis just	PH-SJ016-2
	22	referred to. And by passing through, I mean	
	23	nearly 7 miles of passing through. I have some	
	24	photographs here that indicate a portion of that	
	25	that I'll leave for you that show before	

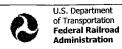


PH-SJ016-2

1	photographs and an after visualization of what
2	the "minimized tunnel option" would mean. The
3	visualization is based on data provided by
4	Parsons Richter(phonetic), who have an
5	engineering organization.
6	However, even though the environmental
7	impacts are obviously severe, the EIR contains no
8	meaningful analysis of the impact of the
9	construction in either of these with that of Coe
10	or the state wilderness that it contains. And
11	even more serious, the state wilderness as a
12	whole.
13	Analysis of the impacts have been
14	postponed until a following EIR with only
15	mitigation rather than avoidance would be the
16	only option, and I feel this is unacceptable.
17	These two routes and a third route that
18	passes just north of the park would require a new
19	transportation corridor for more than 35 miles
20	through the rugged Mount Hamilton range, and that
21	area has remained essentially unchanged since the
22	19th century. And I find this to be very
23	disturbing and something to be avoided as all
24	costs.
25	As a regult I strongly recommend the







	1	Board consider the selection of the remaining	
	2 ·	Diablo crossing over the Pacheco Pass as an	
	3	operation that meets the operational needs of the	PH-SJ016-2
	4	system by affording the least environmentally	cont
	5	damaging practical alternative. This route	
	6	directly parallels an existing transportation	
	7	corridor and the experience, gain, and	
1	8	construction of the San Felipe Tunnel and	
	9	Aqueduct would provide useful engineering and	
	10	data for the construction of high-speed rail.	
	11	And nearly 90,000 acres of Coe Park is a	
	12	unique and valuable resource; not only to the	
	13	residents of Silicon Valley but for all	
	14	Californians. The risk to construct high-speed	
	15	rail I feel is neither acceptable nor necessary.	
	16	Thank you very much for your time.	
	17	MR. PETRILLO: Can I suggest everyone turn	
	18	off their phones. Monica Smith followed by Ron	
	19	Fischer.	
PH-SJ017	20	MONICA SMITH: Hi, my name is Monica	
	21	Smith. I represent Assemblywoman Sally Lieber,	
	22	who is pro Tempore of the State Assembly. And	PH-SJ017-1
•	23	I'm glad that was your cell phone and not mine.	
	24	The Assemblywoman asks me to send her	
	25	regrets from the assembly floor today she cannot	



1	be here, and thank you for holding this hearing
2	on this important topic and giving everyone a
3	chance to hear their views on this topic.
4	As you know she is a strong supporter of
5	high-speed rail and has long been a strong
6.	supporter of it. She takes great pride in having
7	blocked a bill in the legislature to postpone the
8	bond to 2008.
9	And she supports high-speed rail for all
10	the reasons other speakers brought up today; not
11	least among them, the opportunity to limit the
12	impact of potential airport expansion in the
13	future.
14	Beyond that, in expressing her strong
15	support, there is not much that can be added to
16	what's been said today by the other speakers and
17	the other elected officials and representatives.
18	And she will continue to be a champion for
19	high-speed rail in the State Legislature. Thank
20	you.
21	MR. PETRILLO: Thank you very much, and we
22	appreciate the assistance she has given us.
23	MONICA SMITH: I'll convey that to her.
24	MR. PETRILLO: Ron Fischer followed by
25	Mike Pegler.

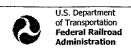
PH-SJ017-1 cont

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PH-SJ018	1	RON FISCHER: My name is Ron Fischer. I'm	
	2	a resident of Los Gatos and also an advocate for	
	3	Coe State Park. The state park land has been	
	4	under increase threat of nonmission use and	PH-SJ018-1
	5	infrastructure proposals for some time now. This	
	6	is the first serious threat to the state	
	7	wilderness system and the State Wilderness Act.	
1	8	State wilderness land is the most	
	9	protected state land in California today. Any	
	10	HSR route through Henry Coe, if it were	
	11	ultimately to be built and go through the	
	12	wilderness, would destroy the State Wilderness	
	13	Act through the precedence that would be set by	
	14	doing so. So I'm here to ask that no impact be	
	15	done to Henry Coe in this project.	
	16	Of course, as mentioned before by Dennis,	
	17	we support the Pacheco Pass route. I	
	18	have several of us have walked the alignment	
	19	route through the park, and we've taken a long	
	20	series of pictures, which I can make available to	
	21	you, which I have on CD, and I've made some	
	22	prints as well. CDs are available for anyone in	
	23	the audience outside. Thank you very much.	
	24	MR. PETRILLO: Thank you very much. Mike	
	25	Pegler followed by Lowell Grattan.	



PH-SJ019	1	MIKE PEGLER: Ladies and géntlemen, my	
	2	name is Mike Pegler. I'm a resident and	
	3	homeowner in the San Jose area. I come before	
	4	you today as a concerned citizen representing	PH-SJ019-1
	5	myself and my family. I would like to thank the	
	6	Commission for the opportunity to speak today and	
	7	to commend everyone involved in the planning and	
	8	analysis that's being performed today.	
	9	In summary, based on reading the summary	
	10	draft program EIR/EIS for the proposed California	
	11	high-speed rail system, I'm delighted at the	
	12	proposal and in favor in proceeding.	
	13	In California today we enjoy a quality of	
	14	life second to none. Without drastic action,	
	15	this will not be the case for very long.	
	16	High-speed rail can form key components	
	17	in the safe and rapid transfer of people and	
	18	time-sensitive goods to enable the economy to	
	19	grow and flourish and improve our quality of	
	20	life.	
	21	With this the 5th largest economy just	
	22	behind US, Japan, Germany, UK, and France, it's	
	23	interesting to note, with exception of the US,	PH-SJ019-1 cont
	24	all the countries larger than us in economic size	
	25	have a successful high-speed train network.	

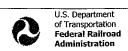


1 Japan has bullet trains capable of 2 transporting over 100,000 passengers each day. 3 Chief concern over travel is fast, frequent, safe, and reliable service. There have been no passenger fatalities since instituting this service that was introduced in 1964. And on average trains arrive within 24 seconds of 7 schedule. 9 In 1981 running at normal freighting 10 speeds of 186 miles an hour. One set a record of 11 220 miles an hour. Again, the safety record has been almost flawless with no deaths or injuries 12 13 on high-speed lines and only a few minor 14 derailments. The same cannot be said about 15 California roads. 16 Overall, the high-speed train proposal 17 would reduce traffic congestion, benefit the 18 environment, save energy, and reduce our 19 dependence on oil and decrease the ability for 20 all of us, whether car drivers or not, a 21 significant number of job opportunities for an 22 extended period; many of which cannot be 23 outsourced. Provides a safe and reliable 24 alternative for air travel; provides a sound 25 option for business travelers; and provides a

PH-SJ019-1 cont

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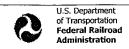
1	significant project to running the state around	1
2	during stiff economic times.	PH-SJ019-1
3	In terms of my specific recommendations,	cont
4	I urge California High-Speed Rail Authority and	
5	the Railroad Administration to consider the	
6	following points:	
7	Learn from other countries where	
8	appropriate.	
9	Learn proven technologies, such as, those	
10	used in Japan and France.	
11	Continue with the steel wheel and steel	1
12	rail approach, and avoid the temptation to head $^{\circ}$	PH-SJ019-2
13	towards more rapid results, such as, maglev.	
14	Consider rolling out the construction	
15	operation in phases. Get something running as	
16	soon as possible with routes that project high	
17	demand and high benefit, integrating existing	PH-SJ019-3
18	routes in Phase 1; and then consider upgrading to	
19	a more dedicated network in separate tracks in	
20	Phase 2. Use initial revenues gained to continue	
21	funding the network.	ı
22	Focus on lower journey times.	
23	Particularly for the longer journeys. I believe	
24	the French experience found that for every minute	
25	of journey time reduced, there would an	



1	additional 100,000 or so riders a year that would	
2	migrate from other types of transportation,	PH-SJ019-3
3	mainly air, to rail.	
4	Do not cross any state parks or wildlife	İ
5	refugees.	
6	MR. PETRILLO: Excuse me. You are running	
7	up against your three minutes. You need to	
8	conclude.	
9	MIKE PEGLER: I will. Thanks. If I jump	PH-SJ019-4
10	down to specifics. In terms of the northern	
11	mountain crossing, reduce the time between South	
12	Bay and Sacramento; use the northern tunnel	
13	option but avoid encroaching on Henry Coe State	PH-SJ019-5
14	Park. And southern crossing for the I-5 corridor	
15	to make as direct as possible. And the Bay Area	
16	take the more direct I-880 route from San Jose to	DI
17	Oakland and do not cross the Don Edwards San	PH-SJ019-6
18	Francisco Wildlife Refuge.	1
19	In terms of station location, ensure the	1
20	minimum major stations are included in that would	
21	include Sacramento, San Francisco, Trans Bay	PH-SJ019-7
22	Terminal, San Francisco Airport, San Jose, Los	
23	Angeles, and San Diego.	l
24	Consider dropping Redwood City as a	pr. 01010 0
25	station due to its proximity to Palo Alto, or	PH-SJ019-8



	1	consider using a station from Redwood City to	PH-SJ019-8
	2	Mountain View. Consider dropping Santa Clara	5
	3	station due to its proximity to San Jose.	PH-SJ019-9
	4	In closing I urge you to proceed with due	
	5	haste and the related initiative remain on the	
	6	ballot for this November. This is a long-term	
	7	project with huge benefit to California. The	
	8	sooner we can get people to start digging, the	PH-SJ019-10
	9	better.	
	10	I for one look forward to seeing the	
	11	great State of California fly by at 200 miles per	
	12	hour while expressway BART leaving most in their	
	13	cars at 75 miles an hour. Thank you.	
	14	MR. PETRILLO: Thank you very much. You	
	15	can leave your written statement. That would be	
	16	helpful.	
	17	Lowell Grattan followed by my neighbor,	
	18	Michael Kiesling.	
PH-SJ020	19	LOWELL GRATTAN: Thank you for this	
	20	opportunity. I'm with the Board of Directors of	
	21	the American Tree Coalition. And I love these	PH-SJ020-1
	22	figures: 30 percent profit and 50 million	111 53020 1
	23	passengers. And I'm amazed we don't have General	
	24	Motors or Lockheed and Douglas, the giants,	
	25	wanting to build this profit-making system.	



1	These figures are too good to believe. I don't
2	believe in them, but I can't analyze this as an
3	individual.
4	But I was here a few years ago when we
5	started light rail. And it says, "The light rail
6	vehicle carries four times the number of people .
7	as a park bus three times as quickly." Three
8	times as quickly. A bus does 20 miles an hour,
9	and we were told light rail was a 60 mile an hour
10	system. This is Mr. Diridon's words that I'm
11	quoting from the newspaper. It's not a 60 mile
12	an hour system.
13	I was here when we approved BART. "Give
14	us the green light. Put it on the ballot.
15	Traffic relief now."
16	There's no studies that new rail system
17	will reduce auto traffic a diminishable amount.
18	We've been given some bad advice on two programs.
19	This is our Valley Transit plan for 2020. We are
20	now putting 80 percent of our funds into light
21	rail and buses. They provide one percent of the
22	pasture miles. 80 percent of the money goes to
23	one percent. Highways get 15 percent of the
24	funds. And in here it says, "90,000 cars a day
25	will not be able to travel because of road

PH-SJ020-1 cont





PH-SJ020-1 cont

1	congestion." That's our plan, and it's screwed
2	up because of light rail. We won't put in
3	tracks.
4	Now, I think we're on the wrong course
5	here. I would love to ride on the train. But we
6	have some experts. I suggest you bring in one of
7	the following experts. He can review your plan
8	very simply for a few dollars. I might even put
9	up half the cost myself. Tom Rubin. He was the
10	accountant on the Los Angeles Transportation
11	Program. He's reviewed 50 plans.
12	Warren Cox travels all over the world
13	analyzing plans. In Washington DC, he testifies
14	before Congress all the time.
15	Randall Tule just completed a study on
16	cities great rail disasters on cities that have
17	transit compared to their living standards. If
18	you spend all your money on light rail and buses
19	and require everybody to live downtown in a
20	polluted area, you are going to have less
21	livability. That should be on your desk. 46
22	pages that list every city in the United States
23	that has rail transit service.
24	So I would like to believe it's true. I
25	would like to invest in the company that owns it,

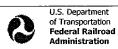
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			ı
	1	but these figures don't make sense. Thank you.	
	2	MR. PETRILLO: Thank you very much.	PH-SJ020-1
	3	Michael Kiesling and then after that, we will	30111
	4	take a five minute for our reporter to rest.	
PH-SJ021	5	MICHAEL KIESLING: Good afternoon.	
	6	Michael Kiesling. It's too bad we couldn't be	
	7	doing this about two years ago. If we wouldn't	PH-SJ021-1
	8	have stopped with Altamont and Pacheco in the EIR	
	9	and not dropped Altamont and invent the tunnel	
	10	that was found out to be impossible going from	
	11	San Jose to the Valley and then replace that with	
	12	the three routes through Coe, we could have been	
	13	two years less the study on tunnel in Coe, which	
	14	will probably be tossed out of this process	
	15	anyway, and we might have been pushing some dirt	
	16	around at this point.	
	17	I would like the EIR that a lot of these	
	18	people are reading and coming up from the	
	19	information from, it doesn't really jive with	
	20	what happens when you actually do go through and	
	21	read the details in the EIR or get deeper into	
	22	the ridership studies.	
	23	You need to study Altamont. One of the	
	24	reasons I've gone through already at other	
	25	meetings one of them is ridership. In the	





1	ridership report, one of the statements that is	
2	made is headways and ridership have strong	
3	relationship towards one another. Some systems	PH-SJ021-1 cont
4	could be up to one to one. When you arbitrarily	
5	decide, without reviewing any idea of where	
6	people want to go on the trains, to cut the	
7	ridership into thirds without regard to the	
8	destination on the demand at each end of the	
9	branch, you're artificially limiting the	
10	ridership. You could be cutting it by two-thirds	
11	for every alternative.	
12	Your ridership analysis has never looked	
13	at the question. And the only way you can come	
14	up with this answer is to run the model is to say	
15	given this route configuration, and given this	
16	demand at each station, which is the best way to	
17	provide service? Instead of arbitrarily saying,	
18	we're splitting it into three ways even though	
19	you know the demand between each of the three	
20	destinations is completely different.	
21	Second so you need to do some more	
22	work on ridership.	
23	Second visual simulations are nice. One	
24	problem with bringing all the trains through the	PH-SJ021-2
25	southern gateway through San Jose is you end up	111-55021-2



1	building a really, really big station	
2	behind the historic station building at Diridon.	
3	I have two simulations I put together.	PH-SJ021-2
4	It would be interesting as you go through the	
5	document, it's nice to see the visual simulations	
6	of what's going on.	
7	You have one Gilroy station. It would be	
8	good to see one of Diridon Station, because	
9	you're building a two-level rail station behind	
10	that with the high-speed trains 45 feet up in the	
11	air; and the entire building just the platform	
12	would be the equivalent of a quarter mile long,	
13	2.5 million square office building, included with	
14	that are all the ramps to meet that building. So	
15	I have sections and two little visualizations.	
16	You might want to put your engineers 'to work on	
17	that.	
18	I think I will leave it at that. You	:
19	probably won't see me in LA, but you'll get a lot	
20	of comments from me in written format. And thank	
21	you very much.	
22	MR. PETRILLO: Thank you very much.	
23	Before we take our break, we have Mayor Mahan of	
24	the City of Santa Clara to make a few comments.	
25	MAYOR PATRICIA MAHAN: Good afternoon.	

PH-SJ022



PH-SJ022-1

1	I'm Patricia Mahan appearing of behalf of the	
2	City of Santa Clara. I'm the mayor of that city.	
3	At our last week's meeting, our City Council	
4	adopted a resolution that will be submitted in	
5	written form, supporting the southern alignment	
6	as it would have higher ridership, raise more	
7	revenues, be easier and less costly to operate	
8	and have a faster travel time for passengers	
9	coming through that direction.	
10	A southern alignment would have more	
11	direct, faster, and frequent service to the three	
10		
12	largest cities in the region, i.e., San Jose, San	
13	Francisco, and Oakland.	
14	And also at our cities association	
15	meeting, which I serve as our city's	
16	representative, we were concerned with service to	
17	our south county. Because in the future BART and	
18	other public transportation modalities would	
19	bypass that area. So we're very concerned that	
20	the high-speed rail be able to serve us our	
21	southern cities in the southern part of our	
22	county.	
23	For those reasons as I say, our City	
24	Council took official action supporting the	
25	southern alignment. And in addition we also	



	1	wanted to ensure that, of course, all	
	2	environmental concerns were dealt with with	
	3	sensitivity, including the issues surrounding	PH-SJ022-1
	4	traversing Henry Coe State Park.	
	5	So as I say, you will be getting a copy	
	6	of our resolution in written format. And I	
	7	wanted to add my oral comments to today's public	
i	. 8	hearing.	
	9	MR. PETRILLO: Thank you very much. We	
	10	appreciate your time. After the five minute	
	11	break, we will begin with Jennifer Paedon	
	12	followed by Frank Jesse. So we'll take a	
, 	13	five-minute break now.	
	14	(Break taken.)	
	15	MR. PETRILLO: All right. We are ready to	
	16	resume the hearing. First one up will be	
	17	Jennifer Paedon followed by Frank Jesse.	
PH-SJ023	18	JENNIFER PAEDON: Good afternoon. My name	
	19	is Jennifer Paedon, and I represent the Moffett	PH-SJ023-1
	20	Park Business and Transportation Association.	
	21	Our member companies comprise of approximately	
	22	14,000 employees in the Moffett Business Park in	
	23	Sunnyvale. There has been much discussion	
	24	regarding whether or not the Altamont Pass route	
	25	should have been evaluated in the EIR. We would	



Page 7-537

1	like to take this opportunity to voice our	
2	support for a southern alignment route versus the	
3	Altamont Pass route into the Bay Area and briefly	PH-SJ023
4	explain our position.	cont
5	First, both the Diablo Pass and Pacheco	
6	Pass options allow a two-prong approach through	
7	the Bay Area that will help reduce capital and	
8	operating costs.	
9	Second, as a result of the two-prong	
10	approach, all three Bay Area stations will be	
11	better served with higher frequency service	
12	thereby increasing ridership.	
13	Finally, although it would be ideal that	
14	there would be no environmental impacts in any of	:
15	the routes, the fact is all of them being	
16	discussed generate environmental impact,	
17	including the Altamont Pass route, which requires	
18	a new bridge to be constructed across the Bay.	
19	In closing we encourage you to move	
20	forward and improve the draft EIR as it is	
21	presented. Thank you for this opportunity.	
22	MR. PETRILLO: Thank you very much. The	
23	next speaker is Dan McNamara followed by Carl	
24	Guardino.	
25	DAN McNAMARA: Good afternoon. I'm Dan	ı

PH-SJ024



PH-SJ024-1 cont

-	
1	McNamara from the Train Riders Association of
2	California. First comment I would like to make,
3	it's amazing almost every single person who works
4	in a government who has spoken has mentioned
5	Altamont Pass in one way or another. The idea
6	you didn't do a comprehensive study has a glaring
7	omission when all these people say when the first
8	thing they say is, "Altamont" and where is the
9	comparison?
10	Anyway, our organization has asked you
11	for the last four years to study Altamont. We
12	feel it's critical to make this a complete
13	report, you have Altamont Pass involved in the
14	study.
15	When you to include Altamont, which I
16	think ultimately you will, they should have a
17	section on the benefits Altamont Pass has for San
18	Jose and Silicon Valley. Of the three route
19	options Altamont, Diablo, and Pacheco only
20	Altamont benefits San Jose and San Jose business.
21	Pacheco and Diablo do not go where the people
22	live who commute into this Valley. Altamont
. 23	does. 150,000 cars a day come over Altamont Pass
24	going down 580 and 680 into this Valley. Only a
25	few thousand cars come via Los Banos.

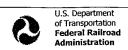
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PH-SJ024-1 cont

1	High-speed line only has 20 trains an
2	hour in each direction capacity. Your most
3	optimistic studies say you want 4 trains an hour.
4	That means you have room for 16 trains an hour
5	for high-speed commute. All throughout Europe,
6	they use the same line for commute and for
7	high-speed. There's been a couple comments like
8	that; yet it's not true; that's a complete
9	misnomer.
10	Let's say, What is the advantage of San
11	Jose? Some of the ideas here: If you have IBM,
12	and they're looking for a new facility or world $^{^{\prime}}$
13	headquarters; and you say to them, with our new
14	high-speed line coming through Modesto, Stockton,
15	Sacramento, Pleasanton, Fremont, Manteca, all
16	those towns where people drive now to the Silicon
17	Valley, we can deliver hundreds and thousands of
18	professionals to their door in a downtown
19	business park in San Jose.
20	Does Diablo do this? No. Diablo can't.
21	Diablo is off the table. The same with Pacheco.
22	Pacheco has no people. Your own figure showed
23	500 people total getting on at Los Banos.
24	You're talking about millions of
25	people over ten million people, according to

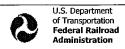


	1	your figure, going via Altamont and you haven't	
	2	done the comprehensive study on the effects of	
	3	commuter rail.	PH-SJ024-1 cont
	4	So if you're for business and for	
	5	business in the Santa Clara Valley, the option	•
	6	you should be backing is Altamont Pass. Thank	
	7	you.	
1	8	MR. PETRILLO: Thank you very much. Carl	
	9	Guardino followed by Don Reynolds.	
PH-SJ025	10	CARL GUARDINO: Good afternoon,	
	11	Mr. Chairman and members. My name is Carl	PH-SJ025-1
	12	Guardino. I'm president and CEO of the Silicon (
	13	Valley Manufacturing Group. It is a delight to	
	14	be here today. I would also mention it is	
	15	wonderful in regards to the large amount of	
	16	support of high-speed rail in California. And on	
	17	that, I hope we can build a common route we can	
·	18	all support when it comes to the voters in	
	19	November of 2006.	
	20	I also want to commend all the work you	
	21	have done as a commission under the leadership of	
	22	Manny Morshed, and we compliment your efforts to	
	23	date.	
	24	I wanted to provide a quick testimony to	
	25	you if I may. First, as you know SVMG strongly	



1	supports the concept of a high-speed rail line	
2	connecting Southern and Northern California.	PH-SJ025-1
3	High-speed rail would delete highway and air	cont
4	traffic between the Bay Area and Los Angeles	
5	easing the strain on our airports.	
6	It would be two to three times less	
7	expensive as well as less polluting and more	
8	energy efficient and expanding highways and	
9	airports to accommodate a swiftly growing	
10	population.	
11	SVMG does not have a position on which	
12	southern alignment should be used. But we	
13	strongly support the conclusion of the draft EIR	PH-SJ025-2
14	and EIS that the new rail line use a southern	
15	alignment into the Bay Area. Doing so would	
16	allow high-speed rail to serve the three largest	
17	cities in our region San Jose, San Francisco,	
18	and Oakland while maximizing the speed,	
19	frequency, and ridership of the service.	
20	It would also enable the system to	
21	operate at a surplus, which is a key to future	
22	expansion.	
23	Additionally, running the trains along	
24	the entire Caltrain corridor from Gilroy to San	
25	Francisco, will enable Caltrain to achieve	





1	several of its long-term goals	
2	electrification, grade separation, and increasing	PH-SJ025-2
3	the speed and frequency of the commuter trains.	cont
4	All of which will be of enormous benefit to those	
5	who live or work in this region.	
6	We believe the Authority's decision to	
7	reject the Altamont Pass alignment after thorough	
8	consideration was the right decision. For	
9 .	operational reasons alone, this route is not, in	PH-SJ025-3
10	our estimation, a viable option. The Altamont	
11	Pass would necessitate a three-way split to serve	
12	Oakland, San Francisco, and San Jose resulting in	
13	operational costs twice that of the other options	
14	under consideration.	
15	It would also require trains to pass San	
16	Jose and then turn south from Modesto to reach	
17	Silicon Valley, increasing travel times between	
18	San Jose and Southern California by nearly 30	
19	minutes.	
20	Some have suggested it's simply	
21	boosterism that prompts us to argue that all of	
22	the high-speed rail lines pass through San Jose	
23	on their way to San Francisco or Oakland. On the	
24	contrary, it is simply sound transportation	
25	policy. It would be sheer folly to choose a	



1	route that would increase travel times to Silicon	
2	Valley, reducing high-speed rail's	
3	competitiveness to this major population and	PH-SJ025
4	economic center.	
5	On the other hand it does not make sense	
6	to route the high-speed trains through the	
7	Altamont Pass, as some argue, to provide a	
8	transit link between the growing communities of	
9	Modesto, Tracy, Stockton, Sacramento, and the Bay	
10	Area. We think transit connections between the	
11	Central Valley and Bay Area are essential, and	
12	that's why we strongly supported and helped lead (
13	the effort to create the Altamont commuter	
14	express, or ACE Train, and the expanded capital	
15	corridor service. But that's not the purpose of	
16	high-speed rail.	
17	Turning the high-speed line into a	
18	commuter line will reduce its ability to provide	
19	high-speed long distance transit alternative	
20	while undermining the investments we have and	
21	continue to make in our regional transit service.	
22	Europe has long demonstrated the	
23	effectiveness of high-speed passenger rail, and	
24	we eagerly anticipate its arrival in Silicon	
25	Valley. And we thank you for your leadership to	



PH-SJ025-3 cont 1 make that dream a reality. 2 MR. PETRILLO: Thank you very much for 3 your comments. Don Reynolds followed by Joseph Belli. 4 5 DON REYNOLDS: I want to thank all you PH-SJ026 6 folks for your thorough studies so far in this PH-SJ026-1 7 "Environmental Impact Report" and "Environmental 8 Impact Study." 9 I guess one of the things that kind of 1.0 troubles me is when I think about California and 11 its energy use in comparison with the rest of the 12 United States, it's very clear the rest of the 13 United States uses much more energy than anybody 14 else in the world. When we consider California 15 as a country, it comes number two right under the. 16 rest of the United States. And the next group of 17 three or four are very poor. So we're a big, big 18 country in that sense, and we're also a very 19 unique country. 20 Let's think of Switzerland as a country 21 that is very prideful of its environmental impact 22 on the quality of life. For years and decades 23 they have stopped their cars at intersections 24 rather than run them and pollute the air. Even 25 up in the mountains where you got a lot of air,



1 and they don't have a problem with pollution like in California. I think we should take a page from the -- Europe that is much more sophisticated than we are here in trying to rush to develop 5 areas and by political constituents and parochial views of inner cities and how we develop our urban sprawl and made mistakes in Los Angeles. 9 I don't think we can afford to do that 10 with this transportational system. It's a regional system not San Jose system. I think we 11 have to do this right and study it correctly. 12 The report has said something like 13.6 13 billion dollars a year that this thing is going 14 to develop for us. Now, that's a lot of money, 15 16 13.6 billion. We are talking about 2 million 17 dollars -- only 2 million to restudy the environmental studies and these questions that 18 19 we've come up with here: 20 Is there really commerce benefits to the routes we've talked about? Are the riderships 21 22 really clear? Does it really reduce the need for a new rail bridge? Do we have some other ways to 23 do that? What's the cost of a bridge and so on? 24 25 What about noise abatement that's been brought

PH-SJ026-1 cont

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PH-SJ026-1 cont

1	up:
2	I think the EIR overstates the benefits
3	and understates these have all been mentioned.
4	Some experts, Don Rodin(phonetic), some other
5	people mentioned here ridership estimates are
6	questionable, visual simulations. We have
7	already heard about these things.
8	I ask the question as a citizen and
9	engineer that we may not have a rush to judgment
10	here. And I don't want to see this thing for
11	our leaving this for us and for our children.
12	Thank you.
13	MR. PETRILLO: Thank you very much.
14	Joseph Belli followed by Barry Breckling.
15	MR. DIRIDON: Mr. Chairman, just so no one
16	jumps to conclusions about quoting the 13 billion
17	dollars a year, that's not in any of our studies.
18	DON REYNOLDS: That may be in a newspaper
19	estimate. I don't know where that came from. We
20	have to check the San Jose Mercury on that.
21	MR. DIRIDON: So please no one quote 13
22	million dollars a year. It would be nice,
23	though.
24	DON REYNOLDS: We can reference that for
25	everybody to look up. Thank you.





PH-SJ027	1	JOSEPH BELLI: Good afternoon. My name is	
	2	Joseph Belli. I'm a life-long resident of Santa	PH-SJ027-1
	3	Clara County and grew up in the foothills of the	
	4	Diablo Range.	
	5	From early on I could see that this	
	6	mountain range is a very special place. One of	
	7	the few salvaged tracts of wild land left in this	
1	8	region providing home to a wide variety of	
	9	creatures that have all but disappeared from	
	10	surrounding areas. I have come to realize that	
	11	these mountains and the species that inhabit them	
	12	are unique; a part of our shared natural heritage	
	13	that absolutely must be preserved.	
	14	Although, I first heard about the	
	15	high-speed rail project several years ago, it was	
	16	not until early this year after reading the draft	
	17	EIR and alignment options that I became truly	
	18	concerned about this project. I have spent a lot	
	19	of time scrutinizing the draft EIR; particularly	
	20	the biological resources section and find it	
	21	inadequate in several respects.	
	22	First and foremost, it suffers from an	
	23	overall lack of objectivity in assessing the	PH-SJ027-2
	24	impact of the project. Potential problems are	
	25	routinely ignored or glossed over. I expect an	
			1



1	objective EIR rather than the one that views the	
2	project in the best possible light.	
3	Also the fact that the EIR contains no	PH-SJ027-2 cont
4	onsite analysis is truly appalling. This area	
5	deserves to have onsite reconnaissance at all	
6	stages of the EIR process. Instead there is an	
7	over-reliance on computer-generated data analyses	
8	that do not accurately reflect conditions in the	
9	ecosystem.	
10	Most egregiously there's an incomplete	
11	analysis of the effects of the project on habitat	
12	fragmentation; one of the greatest threats to	
13	biodiversity.	
14	The history of our state is chalked full	
15	of poorly planned projects that have caused	
16	irreversible ecological harm. And here in the	
17	21st century, it would behoove us to learn from	
18	past mistakes. We have a responsibility not only	
19	to preserve our natural heritage by keeping our	
20	remaining natural habitat and wild lands as	
21	pristine as possible.	
22	If this project is to proceed, it must be	1
23	done the right way and here the choice of route	PH-SJ027-3
24	is of paramount importance. I find none of the	
25	current alternatives acceptable. The Pacheco	
	BELL & MYERS, CSR, INC. 72	



	1	Pass crosses vital wetlands and promotes the kind	
	2	of sprawl that has plagued California for	PH-SJ027-3
	3	decades.	cont
	4	The route adjacent to Mount Hamilton much	
	5	of which will destroy critical wildlife habitat	
	6	and obliterating an area that has changed little	
	7	since the mission area.	
	8	And the very thought of running a train	;
	9	through a wilderness area through Henry Coe State	
	10	Park, the crown jewel of the state park system,	
	11	is an abomination, a horrendous proposal. There	
	12	is absolutely no justification for creating	
	13	another transportation corridor when a suitable	
	14	one exists along Altamont Pass.	PH-SJ027-4
	15	Consequently, I request the Altamont Pass	
	16	route be reconsidered. Thank you very much for	
	17	your time.	
	18	MR. PETRILLO: Thank you. Barry Breckling	
	19	followed by Michael Sanchez.	
DIL CIO20	20	BARRY BRECKLING: My name to Barry	
PH-SJ028	21	Breckling, and I'm a resident of Santa Clara	
	22	County. Even constructing even considering	
	23	running the high-speed rail through Henry Coe	PH-SJ028-1
	24	State Park is criminal. It's against the law to	
	25	damage a state park in any way. The park was	

